



# Australian Government

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## Civil Aviation Safety Authority

Instrument number CASA EX36/08

I, MICHAEL DAVID QUINN, Deputy Chief Executive Officer, Operations, a delegate of CASA, make this instrument under regulation 308 of the *Civil Aviation Regulations 1988 (CAR 1988)*.

**[Signed M.D. Quinn]**

Mick Quinn

Deputy Chief Executive Officer, Operations

27 June 2008

### **Exemption — from take-off minima inside and outside Australian territory**

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#### **1 Duration**

This instrument:

- (a) commences on the day after it is registered; and
- (b) stops having effect at the end of 30 June 2010.

#### **2 Revocation**

Instrument CASA EX26/06 is revoked.

#### **3 Application**

This instrument applies to Boeing 737-800 aeroplanes:

- (a) operated by Pacific Blue Airlines (NZ) Ltd, Aviation Reference Number 592835 (the *operator*), under Air Operator's Certificate number 1-1BU6E; and
- (b) in take-off operations inside and outside Australian territory; and
- (c) at aerodromes where the meteorological minima includes runway visibility range (*RVR*) of at least 300 metres along the runway at the touchdown zone and at the mid-point (or stop-end if mid-point visibility is not available).

#### **4 Exemption**

Each aeroplane is exempt from compliance with subregulation 257 (3) of CAR 1988 in relation to the standard take-off minima determined by CASA under subregulation 257 (1) of CAR 1988 and set out in AIP En Route 1.5, section 4.3.

*Note* The standard meteorological minima were determined in instrument CASA 146/08.

## 5 Conditions

The exemption is subject to the conditions mentioned in Schedule 1.

### Schedule 1 Conditions

- 1 An aeroplane may take-off with RVR:
    - (a) if runway edge lighting (with light spacing of not more than 60 metres) is operating and either runway centreline lighting is operating or runway centreline markings are clearly visible — less than 500 metres but at least 400 metres; and
    - (b) if runway edge lighting (with light spacing of not more than 60 metres) is operating and runway centreline lighting is operating — less than 400 metres but at least 300 metres.
  - 2 Before conducting a take off, each pilot must have successfully completed, in an approved flight simulator, a low visibility take-off training program approved by CASA.
  - 3 The flight crew must have successfully completed, to approved operational and meteorological limits, a simulator competency check including a near  $V_1$  engine failure (RTO) and a  $V_1$  engine failure (continue).
  - 4 The flight crew must have demonstrated competency in low visibility operations to a check pilot within the previous 6 months.
  - 5 A low visibility take-off may only be conducted:
    - (a) in accordance with the operator's operations manual; and
    - (b) when air traffic control low visibility procedures are in place at the aerodrome.
  - 6 The aeroplane must not take off from a runway that requires a turn of more than  $15^\circ$ , at either the runway head or below 200 feet, for all-engine or engine-out take-offs, if RVR is less than 500 metres.
  - 7 In take-off operations outside Australian territory, the aeroplane must conform to the requirements of:
    - (a) the State of the aerodrome if they are more restrictive than the requirements of this instrument; or
    - (b) this instrument if they are more restrictive than the requirements of the State of the aerodrome.
  - 8 A copy of this exemption must be kept in the operator's operations manual.
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